

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME UNDERCLEARANCE (VERTICAL & LATERAL) APPRAISAL	
		ITEM NO. 69 PAGE 1 of 3 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	None	N/A	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection - 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item evaluates vertical and horizontal underclearances from the through roadway to the superstructure or substructure units, respectively.

"N" is coded unless the bridge is over a highway or railroad.

The vertical underclearance is evaluated using Table 3A. The horizontal underclearance is evaluated using Table 3B. The lower of the codes obtained from Table 3A and Table 3B is used.

Bridges seldom are closed due to deficient underclearances. However, these bridges may be good candidates for rehabilitation or replacement.

Item 54B - Minimum Vertical Underclearance, Item 55B - Minimum Lateral Underclearance on Right, and Item 56 - Minimum Lateral Underclearance on Left are used to evaluate this item.

The Functional Classification used in the table is for the underpassing route.

History is retained for this item based on each Inspection Date - Item 90. Intermediate weekly or daily values are not retained.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE - This item is computer generated utilizing the discussion above and the following tables.

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Table 3A. Rating by Comparison of Minimum Vertical Underclearance –
Item 54B and Functional Classification – Item 26 of Underpassing Route

Underclear- ance Rating Code	Minimum Vertical Underclearance			
	Functional Class (FC) of Under Routes			Railroad
	Interstate and Other Freeway (FC = 10,20)	Other Principal and Minor Arterials (FC=21,30,40,70)	Major and Minor Collectors and Locals (FC=50,55, 60,80,90)	
	All Routes - Except as Noted for Urban Areas			
9	> 17'-0"	> 16'-6"	> 16'-6"	> 23'-0"
8	= 17'-0"	= 16'-6"	= 16'-6"	= 23'-0"
7	≥ 16'-9"	≥ 15'-6"	≥ 15'-6"	≥ 22'-6"
6	≥ 16'-6"	≥ 14'-6"	≥ 14'-6"	≥ 22'-0"
5	≥ 15'-9"	≥ 14'-3"	≥ 14'-3"	≥ 21'-0"
4	≥ 15'-0"	≥ 14'-0"	≥ 14'-0"	≥ 20'-0"
3	Underclearance less than value in rating code of 4 and requiring corrective action. (See Item 75A)			
2	Underclearance less than value in rating code of 4 and requiring replacement. (See Item 75A)			
0	Bridge closed.			

Notes:

1. Use the lower rating code for values between those listed in the table.
2. If the structure's Functional Class = 20 and the urban area code is "0000", the structure is evaluated in Table 3A as if its Functional Class = 21.

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Table 3B. Rating by Comparison of Minimum Lateral Underclearances Right & Left - Items 55B & 56 and Functional Classification (Item 26) of Underpassing Route

Minimum Lateral Underclearance

Under-clearance Rating Code	Functional Class (FC) of Under Routes						Railroad
	1-Way Traffic				2-Way Traffic		
	Principal Arterials - Interstate, Freeways or Expressways (FC = 10, 20)				Other Principal and Minor Arterials (FC = 21, 30, 40, 70)	Major and Minor Collectors and Locals (FC = 50, 55, 60,80,90)	
	Main Line (N/W) (S/E)		Ramp (N/W) (S/E)				
	Left	Right	Left	Right			
9	> 30	> 30	> 4	> 10	> 30	> 12	> 20
8	= 30	= 30	= 4	= 10	= 30	= 12	= 20
7	≥ 18	≥ 21	≥ 3	≥ 9	≥ 21	≥ 11	≥ 17
6	≥ 6	≥ 12		≥ 8	≥ 12	≥ 10	≥ 14
5	≥ 5	≥ 11		≥ 6	≥ 10	≥ 8	≥ 11
4	≥ 4	≥ 10	≥ 2	≥ 4	≥ 8	≥ 6	≥ 8
3	Underclearance less than value in rating code of 4 and requiring corrective action. (See Item 75A)						
2	Underclearance less than value in rating code of 4 and requiring replacement. (See Item 75A)						
0	Bridge closed.						

Notes:

1. Use the lower rating code for values between those listed in the table.
2. Dimensions are in feet.
3. When acceleration or deceleration lanes or ramps are provided under 2-way traffic, use the value from the "Right" ramp column to determine code.